A Spanish Man-of-War Fired on from the Shore and 30 to 40 Men Killed.

Mongan Mary Trees The New Pernylan Dictadura Not Yet Recognized by the United States.

Terrible Steamship Explosion and Fire at Aspinwall.

Fifty-two Killed and Missing-Twenty-four Woranded.

"HOLESAL" DESTRUCTION OF PROPERTY.

PRIGHTFUL SUFFERINGS OF THE VICTIMS.

Nitro-Glycerine Supposed to be the Cause of the Calamity.

Arrival of the Arizona.

The steamship Arizona, Capt. Maury, from Aspinwall on the 13th inst., reached here on Friday morning. The 

From Panama From Our Special Correspondent.

PANAMA, April 1, 1866. By the arrival of the steamer Pacific from the South American coast, we have dates from Valparaiso to the 26th, and from Callao to the 28th of March.

There have been but few changes in the position of affaire on the Chilian coast. It now seems probable, however, that matters must very quickly assume a more positive character. By a late steamer, Don Antonio Agacio, bearing dispatches from Madrid, arrived at the port of bearing dispatches from Madrid, arrived at the port of Valparaiso. This gentleman gave his fellow-passengers to understand that he bore orders to Commodore Nufice, to at once bombard Valparaiso, and to follow up the attack by a vigorous prosecution of the war in other quarters wherever practicable. Commodore Nuficz not being in port, the frigate Resolucion was dispatched for the southward (whither the flagship had previously sailed), bearing the

Courier and his dispatches.

After repairing the damages sustained in the recent conflict off Chiloe, the Blanca, in company with the Numanata, left Valparaiso, for the purpose of finding out the whereabouts of the allied squadron, and proceeding to the bay of Huite, anchored close in the shore. The following night a body of Chilian troops was posted behind the rocks, near the Blanca, and as the sailors were being mustered on deck, at the early dawn, a galling fire of musketry

rocks, near the Blance, and as the sailors were being mustered on deck, at the early dawn, a galling fire of musketry was peured into their very midst. The Spaniards were completely surprised, and in order to get beyond reach of their foes, the cables were slipped and the anchors left at the bottom of the bay. Yet, even before this could be effected, the Banca suffered a loss of from 30 to 40 men, killed and wounded. The Numancia, not having anchored so closely in was not attacked. After retiring to the distance of a mile from the shore, the vessels shelled the spot from whence the firing proceeded, but, as the troops had in the meantime even wated the place, no damage was done beyond the destruction of a few fishermen's huts.

The vessels subsequently left the bay in quest of ships carrying contraband of war, and falling in with the vessels Pacquet de Maule and Dos Hermanoe the latter, unfortunately, being loaded with Chilian coal), the Spaniards took possession of them as prizes. Meanwhile, the Resolucion had succeeded in finding the Numancia, and when Commodore Nuficz received his dispatches he proceeded to Valparaiso.

It is said that Commodore Rodgers, who is temporarily in command of the American fleet at Valparaiso, has arged Nuficz not to bombard the city, in consideration of the large amount of neutral property which would certainly be destroyed in that event. Nuficz replied that he would carry out his instructions, whatever they might be, to the letter, without regard to the interests of foreign residents. Commodore Rodgers had previously assured the American residents that, in any event, their property should be respected. Admiral Pearson has probably arrived at Valparaiso ere this, and his presence there will lend a considerable feeling of security to Americans and foreigners generally.

The press of Valparaiso do not attempt to conceal the

reigners generally.

The press of Valparaise do not attempt to conceal the at that matters are now beginning to accommod the second sec The press of Valparaiso do not attempt to conceal the fact that matters are now beginning to assume a serious character. Immediately after his return to headquarters, Munes consided the note of preparation, and the world need not be at all surprised if the next mail brings information that Valparaiso has been attacked. The Price Current

that Yalparaiso has been attacked. The Price Current says:

"It appears to us that we are on the eve of events of a much more serious character, and, in fact, that it is only now that the war is about to begin in earnest. It is only reasonable to expect that the Spanish Commander will have received instructions to adopt more energetic measures than he has yet attempted, and there is little doubt, also, but that his forces will be considerably increased; in fact, we learn, via Buenos Ayres, that the first installment of these reënforcements, consisting of the Almans of 52 guns, and the Cousselo of 2 guns, had arrived at Janeiro on the 2th of February. We are quite prepared for a marked change in the conduct of the war, and we fully expect that by the next mail we may have to communicate events of some importance."

There are none who are sanguine enough to believe that.

we fully expect that by the next mail we may have to communicate events of some importance."

There are none who are sanguine enough to believe that, in the event of a bombardment, Valparaiso will be able to resist the attack of the Spanish squadron, except through foreign interrention. Otherwise, the city is completely at the mercy of her enemies.

As I predicted in a former letter, the Uncle Sam, which cleared from Panama some six weeks ago, has been "captured" by the Spanish. It will doubtless be remembered that this steamer was purchased and loaded with provisione, &c., by the firm of James S. Hermann & Co. of Panama, but when about to sail for the South was detained by the Colombian authorities, on suspicion that her cargo was intended for the Spanish squadron. She was released, however, upon the bond of her owners that needsher ship nor cargo would be voluntarily delivered to the Spanish. Yet, according to a preconcerted arrangement, the steamer was quietly allowed to fall into their hands, in a manner that will not invoire the sacrifice of the bond. The steamer sailing under a United States flag, the American Consul at Valparaiso thoroughly investigated the matter, but being unable to detect the slaghtest flaw in the proceedings of the Spanish, he was forced to acknowledge the legality of the capture. The afficers and crew, with the exception of the Spanish, he was forced to acknowledge the legality of the capture. The afficers and crew, with the exception of the paint renurned to Panama by the first steamer.

The American ex-Minister at Santiago, Mr. Nelson, has token leave of the President of Chili. Before doing so he passented his successor, Gen. Kilpatrick, who, in a short speech, remarked that he wished to shape his policy directly after that pursue by Mr. Nelson. This, the General will accreeiy the able to do, however, as it has been the ex-Minister's constant practice to assure the Chilian authorisms that they might depend upon receiving aid and comfort from the United States in the conflict upon

in the extreme. The vessel was litterally shattered to pieces, while the wharf was almost totally ruined. The railroad freight-bouse, a fine store and iron building, situaied at least 200 feet from the vessel, was totally demaken at least two least non-new maken at the less of property although great, was a small matter in comparison with the frightful loss of life. The captain, first officer, second officer, the surgeon and five others on board the ship, were almost instantly killed. Twenty-one men on the what met with the same horrible fate, and 25 men on shore and ship were badly wounded. Of a gang of laborers who were at work in the hold of the ship not one is known to have escaped death.

at work in the hold of the ship not one is known to have escaped death.

The total of killed and weamded, so far as known, up to this date, is as follows: Killed and missing (the latter undoubtedly being dead), 52; wounded and in hospital, 24. This list includes those who died from their wounds after their removal to the Railroad Hospital.

To highten the frightful character of the accident, a first immediately broke out on board the ship, effectually cutsing out all retreat of the wretches in the non of the vessel, who had escaped instant weath from the explosion. While the first was aging on the decks of the vessel, and affound the matchways, the unfortunate men could be seen approaching the port-holes and imploring the aid which it was totally impossible to afford them. They were burned or drewned to a man, and helped to swell the list of missing.

or drowned to a man, and helped to swell the list of lines.

Fearing that a second explosion might take place, at tended with a further loss of life, Captain Moir, of the Royal Mail Steamship Solent, with the greatest peril to himself and vessel, made fast a line to the burning wreck and towed her from the dock into the stream. The Solent had scarcely cut loose from the European when a second explosion took place—more terrific if anything than the first—and immediately afterward the wreck began sinking rapidly, and in thirty minutes no portion of the ill-fated steamer could be seen above water, with the exception of the top of her smoke-stack. Had the second explosion occurred 30 minutes previously, the ensuing loss of life could not have been calculated, as the docks in close proximity to the European were jammed with carious spectators of the scene.

to the European were jammed. The effect of the explosion on shore and near the dock was sickening in the extreme. Fragments of human bodies were seen floating around in the water-here a limb and there a trunk—while in other places, on the decks of neighboring vessels and on the dock, the balance of the unhappy victims might be found. Many bodies were taken from the water almost entire, others piecemeal, while others sank to the bottom, or were quickly swallowed by the voracious sharks.

sharks.

All the aid in human power was extended to the wounded men. The Panama Railroad Company received them in its hospital, and the Superintendent of the same corporation provided a special train from Panama, with medical aid. The express reached Aspinwall in 14 hours (running time) from Panama, the quickest time on record on that road.

The funeral of the officers of the European was largely attended. A detachment of marines from the United

record on that road.

The funeral of the officers of the European was largely attended. A detachment of marines from the United States steamer James Adger accompanied the procession as a military escort. The dastardly Prefect of Aspinwall, however, refused permission for the marines to land with their arms, and, consequently, they presented a sorry appearance at the funeral. Capt. Swainson was interred the next day with Masonic honors, but the marines were not allowed to repeat the farce of the preceding occasion. The friendly object of the American Consul at Aspinwall in tendering an escort of United States marines for the remains of an English captain—in the absence of an English man-of-war—was effectually frustrated by the petty meanness of a native official.

CAUSE OF THE EXPLOSION.

During the excitement of the hour following the event, the accident was currently attributed to the explosion of the boiler of the steamer. Subsequent examination and reflection, however, showed this to be an impossibility. A natural supposition then gained ground that there must have been large quantities of powder on board the vessel, shipped under false bills of lading, to the theater of war on the South American coast. But, upon a clore examination of the bills of lading, it was found that a large quantities of Glowin oil, or Nitro-Glycerine, had been shapped at Leverpool under an ordinary invoice. This solved the mystery. The oil is one of the most explosive compounds in existence. It is the same that exploded in Greenwich.

at Leverpool under an ordinary invoice. This solved the mystery. The oil is one of the most explosive compounds in existence. It is the same that exploded in Greenwichst. New-York, some time since, whereby two or three buildings were almost completely demolished. Rough handling will ignite it, and it is now certain that the crew were commencing to discharge the oil when the accident occurred. The owners of the ship at Liverpool were probably not aware of the dangerous nature of the shipment, as it is not generally known by the name of Glonoin.

THE NITRO-GLYCERINE EXCITEMENT. Bemoral of 19 Casse of the Combustible Beyond

the City Limits.

Acting on information furnished him by Fire Marshal Baker, Mayor Hoffman requested that official to bring be-Baker, Mayor diedman requested that official to bring before him all persons who owned or had in store any of the combustible known as nitro-giveerine.

The Marshal accordingly took before the Mayor Charles Nobel, a German chemist, the manufacturer of the article, and James Daveau, who becames partner of Nobel for the manufacture and sale of the same.

Nobel stated that he arrived in this city on Monday last, beinging with him 12 cases of nitro-giveerine, which were

Noce stated that he arrived in the Caylor and the Custom-House bonded warehouses.

In company with him 12 cases of nitro-glycerine, which were then in the Custom-House bonded warehouses.

In company with Nobel Marshal Baker proceeded to the bonded warehouses Nos. 56 and 58 Greenwich-st., and there found 10 cases. These were removed, much to the relief of the occurants, who, until informed by the Marshal, had

found 10 cases. These were removed, much to the related the occupants, who, until informed by the Marshal, had not the most distant idea that any of the dreaded compound was in the buildings. None could be found willing to remove the cases, and the Marshal and the owner therefore performed that supposed perilous work.

The remaining two cases were found to be in the Assayer's Office, No. 56 Broadway, and on applying for them it was found that they were in the Chemical Department, on the top floor. Thither they went, and after considerable search, for the boxes were only marked "G. H.," they were at length found, and, together with the others found in the warehouse, safely removed beyond the city limits.

limits.

Mr. Nobel states that the above is all that there was in the city, he being the sole manufacturer, and that having been brought over by him. He further claims that the steamer European, lately destroyed by some explosive substance at Aspinwall, causing a terrible loss of life, was not blown up by nitro-glycerine, as he is positive she had none on board. He is rather inclined to the belief that it must have been gun-cotton.

The amount contained in the boxes which exploded at San Francisco with such fearful results, is stated by Mr. Nobel at about 27 pounds. I'The amount seized by the Fire Marshal amounts to about 300 pounds. From this our readers may infer the amount of damage which would have been caused by its explosion within the city limits.

The Explosion in San Francisco-Nitro-Glycer-

THE LAW AS TO EXPLOSIVES.

In the United States Commissioner's Office, yesterday, before Commissioner Betts, the United States agt. Otto Burstenbender, the terrible accident which occurred resently in San Francisco by the explosion of a barrel of nitro-giveerine, otherwise known as Noble's blasting oil, which had been delivered for transportation to Wells, Fargo & Co. without

to Lake Superior, and got back about the 1st of April; any COLOUT.

The Commissioner held the accused for forther examination, and admitted him to ball in the sum of \$2,500. The examination was adjacened to the 20d inst., at 11 o'clock a. m.

A Card.

A Card.

To the Edstor of The N. Y. Tribune.

SiR: Since my arrival in this city I have learned with deep regret of the two accidents which have occurred lately with Nitro-Glycerine. Although the causes of these explosions are unknown, I hope to convince competent and scientific activerities, that nitro-glycerine is a substance less dangerous to hand, and store than gan-powder. To that end I propose making in a few days a series of convincing experiments, of which the time and place will be inserted in your esteemed paper. Until then I respectfully request the public to suspend their opinions, as such experiments will enable them clearly to judge for themselves. I have the honor to be, Sir, Your obedient letvant,

A. Norst.

Next York, April 20, 1806. Newl York, April 20, 1866.

CITY NEWS.

LECTURE ON THE CHOLERA.-Dr. J. G. Webster will deliver a lecture on the "Cholera" in the Chapel of the New-York University, on next Monday and Tuesday evenings.

RARE BOOKS .- A "Cato Major," published by Ben. Franklin, Printer. Philadelphin, 1774, and a number of other beautiful and rare books will be sold on Monday evening by Leavitt, Strebelgh & Co., at the Trade Sale Rooms, No. 498 Broadway. See advertisement under Auction Head.

CHOICE ENGLISH AND AMERICAN BOOKS AT AUC-TION.—BANGS, MERWIN & Co., Broadway, corner of Fourth st., will sell a catalogue of scarce works, extra finely bound and illustrated, on Monday, Tuesday and Wednesday evenings MAYOR'S OFFICE.-The Mayor has received and ac-

cepted invitations to review the 71st Regiment, between 2 and 3 o'clock p. m., on Monday, at which time there will be a presentation of flags; and the 5th Regiment at 3 o'clock p. m. of the same day. The reviews will take place in front of the City Hall.

CHRISTIAN UNION ASSOCIATION .- The next Conerence of this Association will be held in Dr. Rice's Church, Nineteenth st, and Fifth ave., on Sunday evening, at 74 o'clock.
The Rev. Dr. Vermilye will deliver an address. Drs. John
Cotton Smith and Rice (if health permits) will speak. All
Christian denominations are invited.

FIRE'IN JACKSON-ST .- At 64 o'clock on Friday morn-FIRE IN JACKSON-ST.—At 64 o'clock on Friday morning, a fire broke out in the shed No. 55 Jackson-st., owned and occupied by James Kelly for the storage of rags. There were about 60 bales stowed in the place, most of which were destroyed. Loss about \$2,000; no insurance. The flames extended to the tenement house, No. 53, occupied by a number of poor families, who lose considerable on furniture. No insurance. The building is damaged to the amount of \$2,000; insurance. The origin of the fire is at present unknows, but is under investigation by Fire Marshal Baker.

[Announcements.]

FINEST READY-MADE CLOTHING IN AMERICA.— Gents, Fouths' and Children's, all quite equal to custom work. Just received, (10) cases latest styles French, English and Scotch Goods for the Custom Department. oods for the Custom Department.

BROKAW BROS.,
No. 62 Lafayette-place., and No. 34 Fourth-are.,
Opposite Cooper Union.

THE SCHUYLKILL MUTUAL COAL COMPANY, OFFICE, No. 35 Wall-st.
YARD, Nos. 263 and 265 West Twenty-fifth-st.,
between Seventh and Eighth-aves.

NAPOLEON'S LAST SPEECH to the "Corps Legislatiff "is of a highly important character, equaled only by the announcement that ROORES's FRAGRANT ODONTOLINE for the Teeth is in the market, and can be had of all Druggists, Fancy Goods Desiers and Perfumers. Price Toc. Ask for Rogers's Fragrant Odontoline, and

Body-Brain-Mind.-Health, its restoration and preservation. Choice of Pursuits; "What can I do Best!" Can I succeed best as a Lawyer, Physician, or as a Cleryman! As a Merchant, Mechanic, or an Artist! PREENOLOGY will answer. See PREENOLOGICAL JOERAN, only \$42, 8 year. FOWLER & WELLS, 399 Broadway. Examinations, with full written charts, daily.

One of the best safeguards against CHOLERA, or any other disease, is to have the mouth free from all decaying matter (stumps of teeth); and there is no longer any excuse for keeping such in the mouth since Dr. Colton makes it a pleasure to have teeth extracted. Rooms, Nos. 19 and 30 Cooper Institute. THE BURGLAR HIS OWN INFORMER.—The opening

of each window and door felegraphs to your room and never fa Applied invisibly and without damage. Holans, No. 198 Broadway. DEMOREST'S MONTHLY MAGAZINE FOR MAY .- Do

not full to see the splendid May No., with new and beautiful features. Splendid Engravings, new Music, original Poum by Alice Cary, enter-tertaining Stories, beautiful Fashions and other Novelites. Now ready WOOD WOOD Superior Vinginia Pine and Oak Wood for sale by the lead or cerd at the Lowest prices at the yard No. 637, 654 and 656 Second ave., between Thirty 6fth and Thirty sixth etc. Orders by mail promptly filled.

THE "Civil Rights" Bill does not preclude good citizens from availing themselves of the great advantages of KERT'S EAST INDIA COPER, which is sold by all grocers at 25 cents per E. Wholesale Depot No. 154 Reade st.

Have you heard of Kellogg's United States Mer-

Coffin and ingree tennance, and the control of the bompson, and others.

FROM PERNAMBUCO-in brig Undine-Capt. G. Home, wif

SHIPPING INTELLIGENCE.

PORT OF NEW-YORK ...... April 10,

Stannahly City of Cork (Br.), Bridgeman, Liverpool, J. G. Dala-Stannahly City of New York (Br.), Leitch, Liverpool, J. G. Dale. Stannahly Santiage de Coba, Smith, Greytown, Nic., M. O. Robertz. Stannahly Santiage (Br.), Yon Santen, Bremen, Gelrichs & Co. Stannahly Santonia (Ham.), Meir, Hamburg, Kunhardt & Co. Stannahly Pereirs (Fr.), Duchesne, Havre, G. McKende. Stannahly Nueva Cubano, Kelso, Havzas, J. M. Ceballoz, Stannahly Westchaster, Ingram, Wilmington, Del., A. Abbott. Ship Heisne (Brem.), Raschen, Melbourne, Mailler, Lord & Queren.

lexistence by the Colombian authorities, on supplicion that her capture was intended for the spatials squared. Six as Francisco by the supplicit of a barried of sixtery of all trappetors and the sixtery of the spatial squared to the sixtery of the spatial squared to the sixtery of the spatial squared to the capture of the spatial squared to t

Brig Brisk (Br.), Marshall, Sagua, 11 days, with sugar to Fowler & was to Jac E. Ward & Co. 

board.

Brig Windward (of Stockton), Libby, Arroyo, P. R., 21 days, with
moisses to Waish & Carver.

Brig Volant (of Arichat, N. S.), Ganion, Turk's Islandf 13 days, with
selt to B. F. Small & Co.

Brig Richmond, Powers, Cardenas, 12 days, with sugar and asphalm to Miller & Hooghton.
Brig Florence (of P. E. I.) Balrne, Cardenas, 13 days, with sugar to
P. Buck & Co.
Brig E. Smith (of Windsor, N. S.), Godfrey, St. Croiz, 21 days. R. F. Buck & Co. Brig R. Smith (of Windsor, N. S.), Godfrey, St. Croix, 21 days, with sugar, &c., to G. F. Penniston & Co. Has been 10 days N. of Hatleras, with stong NE, winds. Brig Prairie Rose, Doughty, Sagua, 12 days, with sugar to Thayer & Brig Undine (of Barbadoes), Williams, Pernambuco March 19, via Hampton Roads, 4 days, with sugar to H. H. Swift & Co... Left no American vessels. Brig Silver Oar. Conningham, Matanzas, 14 days, with molasses to C. C. Dancan & Co., Hrig F. Gerstgefed (Oldenby.), Haye, Rio Grande de Sul, 65 days, with hides, &c., to Ruger Bros.

Brig Ferry, McNellly, Rio Janeiro, via St. Thomas, 13 days, with coffes and rosewood to Nathaniel Ross. 16th inst., ist. 33 40, lon. 35 65, spoke bark Samuel Tarbox, from New Orleans for Havre, 65 days out.

ut. Brig John Freeman (of Boston), Loring, Cardenas, 14 days, with molasses to S. W. Lewis & Co. Was 6 days within 100 miles of Sandy fook, with light N. E. winds and fog. Brig A. B. Cook, Small, Fort Royal, 6 days, with cotten to Bixby Brig A. B. Cook, Small, Fort Royal, 6 days, with cotten to Bixby Brig Stige (Ital.), Javovich, Montevideo, 53 days, with hides, wool, id 6 pass, to order. pass, to order. g Adela, Lametzen, Porte Cabello 16 days, with coffee to Bosnan Brig Anna (Prass.), Brochwoldt Rio Janiero 45 days, with coffee Nagier & Wellsford. Came to the port for orders. Brig Albert Adems, Ayres, Wilmington, N. C., 10 days, with naval cres to A. S. Brown. Brig Baltic, Hooper, Indianola, 22 days, with cotten, &c., to master, Brig John Stevens, Chase, Sagna, 13 days, with sugar, &c., to C. & Deters.

Schr. Ellie L. Smith, Smith, Galveston, 25 days, with cetton to darray, Ferris & Co. Schr. Annie Freeman, McLellan, Baracoa, 2 days, with fruit to J. & ferrill & Abbott.
Schr. Azelda and Laurs (of Georgetown, Me.), McIndee, Baracoa, days, with fruit to James Douglas. Left schr. Laurs, Pride, for sew York 18th.
Schr. Carrie, Wells, Samson, Baracos, 11 days, with fruit to G. Wessels.
Schr. W. K. Chapman (of St. Johns, N. B.), Anderson, Cienfuegos, Dodays, with molasses to P. I. Nevius & Son.
Schr. Sarah Jane, Bourne, Wilmington, D. C., 12 days, with naval tores to master. Schr. Fleetwing, Ham, Newberne, N. C., 6 days, to U. S. Quarter-Sour. Ficetwing, Hain, Newberne, N. C., 6 days, to U. S. Quarter-master.

Schr. Alert (of Halifar, N. S.), Clark, Porto Cabello, 40 days, with coffee to J. F. Whitney & Co.

Schr. Lottie, Wileca, Wilmington, N. C., 2 days, with naval stores and salt to S. W. Lewisk Co.

Schr. Transit, Squires, Matagorda, 26 days, with cotton, &c., to N. L. McCready & Co.

Schr. Abigail Haley, Hill, Sagua, 7 days, with sugar to master.

Schr. Alabams, Van Gilder, Corpus Christi, 22 days, with cotton and hides to McFarland & Thorne.

Schr. Flying Scud, Spates, Charletton, 10 days, with wood to Isaac Hall.

Iall.
Schr. C. C. Smith, Barrett, Washington. N. C., 16 days, with naval
schr. Ice of Pines, Lake, Plymouth, N. C., 12 days, with shingles to

Schr. Isle of Pines, Lake, Plymouth, N. C., 12 days, with shingles to master.

Schr. Anna Shephend, Bowditch, Newbern, N. C., 10 days, with cotton, &c., to Murray, Ferris & Co.

Schr. Ira Blis. Bragg. Savannah, 7 days, to master.

Schr. Belle, Bragg. Savannah, 7 days, to master.

Schr. Belle, Henry, Sharrott, Virginia.

Schr. M. G. Van Name, Varginia.

Schr. Alice Flora (of Nassan), Knowles, Long Key, W. I., 10 days, with logwood, &c., to flustchinson & Co.

Schr. D. A. Berry, Voorlis, Virginia.

Schr. M. C. Towe, Fox, Newbern, N. C., 14 days, with ordnance stores to U. S. Quartermaster.

Schr. Mice A. Bandall, Shotwell, Baracoa, II days, with fruit and malogany to J. & T. Pearrall.

Schr. Acola. Walen, New-Orleans, 21 days, with mise, to master.

Schr. Harriet Newell, Goold, Cedar Key, Fla., 23 days, with timber to T. M. Maybew & Co.

Schr. W. C. Nelson, Rose, Virginia.

Schr. Sam. Colt. Hillard, Philadelphia for Boston.

Schr. Nasan and Mary, Snow, Rockland, time.

stores to master. r. D. S. Williams, Williams, Charleston, with cotten to master. r. Savage (Br.), Morrish, Rio Gaande, 10 days, with hides t James W. Elwell & Co.
Schr. Two Marys, Willis, Plymouth, N. C., 3 days, with a cition to lames W. Elwell & Co.
Schr. Two Marys, Willis, Plymouth, N. C., 3 days, with shingles to

Schr. Two Marys, Willis, Plymouth, N. C., a master.
Sobr. John Warren, Lozier, Virginia.
Schr. D. R. Stellmen, Smith, Virginia.
Schr. D. R. Stellmen, Smith, Virginia.
Schr. A. M. Haven, Jeffers, Virginia.
Schr. A. Jennings, Jennings, Virginia.
Schr. Schreweit, Niston, Virginia.
Schr. Stellmen, Schr. Wirghia.
Schr. Michael Schr. Michael Schr. Michael Schr. Schr

Belew.

Spoken. Royal Saxon-ship, March 17, lat. 912 S., log. 3014, W., from Liv spool for Melbourne, 29 days out.

port-Warden's Notice.

| Steamship Arizona                       |
|---|
| Steamship Virginia                      |
| Steamship Euterpe                       |
| Steamship Monteruma N. R.               |
| Ship Tanjore                            |
| Stip Gem of the Ocean                   |
| Ship Clodian 49 F. R.                   |
| Ship lice                               |
| Ship George PeabodyPlerrepont's.        |
| Bark Orinoco                            |
| Back B. F. Shaw Prentice's.             |
| Bark John GriffinTobin's.               |
| Brig Gustave 9 E. R.                    |
| Brig Chiliamvallah                      |
| Brig Prairie Flower                     |
| Bris EuniceThompson's.                  |
| Brig Eunice                             |
| Brig EllaLuodovici's.                   |
| Brig Loch Lomond Woodruff & Robinson's. |
| Schr. Nevada                            |
| Schr. Abbie Bradford Recomment          |
| Schr. Abbie Bradford                    |
| Aro's Hunnings, Serectory.              |
|   |

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AT \$7 75 PER TUN-The great advantages which this Company offers to its subscribers need no argument. Stockholders own their own mine, have a voice in the management of the Company, and save from 20 TO 46 PER CENT ON THE COST OF THEIR COAL, which is of the purest and best quality. Moreover, the surplus coal is sold for account of stockholders, from which handsome cash dividends may be expected.

DIRECTORS: EDNEND BLEVY, CRARLES TETTLE, GRONGE L. TRAIN, JOHN H. PLATT, GRONGE E. WARING, Jr. OFFICE...... No. 35 WALLST.

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ADOLPHE FLAMARIT & Co's CHAMPA Z

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